

Bldg C.-FAX 561-681-9392 - West Palm Beach, Florida 33406

Part/Model #: **GIV**  
AC Serial No./Tail No.: **1085 / N423TT**

Mail Remittance To:  
Gulfstream Aerospace Corporation  
P.O. Box 730349  
Dallas, Texas 75373-0349

Overnight Remittance To:  
Gulfstream Aerospace Corporation (Box # 730349)  
c/o JP Morgan Chase Bank, NA  
ATTN: Dallas National Wholesale Lockbox TX1-0029  
14800 Frye Road  
Ft. Worth, TX 76155

Wire Remittance To:  
Gulfstream Aerospace Corporation  
JP Morgan Chase Bank, NA  
Chicago, IL 60670  
Account No. [REDACTED]  
Fedwire Routing No. (ABA) [REDACTED]  
S.W.I.F.T. CHASUS33  
ACH Credit Routing No. (ABA) [REDACTED]

Ⓢ Ⓜ & Ⓝ & ' (

Bill To: **TRT LEASING**  
**505 S FLAGLER DRIVE, #700**  
**WEST PALM BEACH, Florida 33414**  
**United States**

Invoice Number: **7113002096**  
Invoice Date: **6/24/2013**  
Customer ID: **BT113**  
P.O. Number:  
Repair Station: **FAA CRS PB8R624N**  
In Date: **05/13/2013**  
Out Date: **06/17/2013**  
Payment Type: **Net 30-Open terms**  
Payment Terms:

Title: **TRT LEASING**

**INVOICE SUMMARY FOR WORK ORDER NUMBER: SC13300**

	Time & Materials	Flat Rate	Total
Labor USD:	\$4,435.55	\$0.00	\$4,435.55
Services USD:	\$25,548.94	\$0.00	\$25,548.94
<b>Detail Subtotal USD:</b>	<b>\$29,984.49</b>	<b>\$0.00</b>	<b>\$29,984.49</b>
<b>Subtotal USD:</b>			\$29,984.49
Funds on Deposit USD:			\$0.00
<b>Total USD:</b>			<b>\$29,984.49</b>

361,252.00 4/26  
400,000.00 6/10  
331,474.30 6/14

**For detail description of the work complied with see the Work Order Detail report.**

Item: **6 Avionics**

Team Manager: **Sean Brown**  
 Customer Coordinator: **Ray Kraber**

Part/Model #: **GIV**  
 AC Serial No./Tail No.: **1085 / N423TT**  
 TSN/TSO:  
 CSN/CSO:  
 Aircraft Time: **8573.4 / 3968**

Discrepancy: **6.1 Squawk from flight test - Standby fuel gauge totalizer is indicateing 200lbs lower than the LT and RT fuel gauges and there is a 150lbs difference between total fuel on EICAS primary and systems page compared to STBY totalizer gauge - EICAS and SYSTEMs page ind same**

Ref. SC13175 6.7

Resolution: **Removed Standby Fuel Qty indicator P/N 1159SCP460-101 S/N 520 for repair. All work accomplished IAW GIV AMM 28-06-00.**

**Installed a REPAIRED Dual Standby Fuel Quantity Indicator PN.: 1159SCP460-101, SN.: 520 obtained from Parker Hannifin Corp., Hauppauge, NY, FAA App./Cert.# FX1R 156K. Complied with Sections B and C of Gulfstream GIV CMP 284042 Fuel Quantity Dual Standby Indicator - Removal / Installation. Additionally complied with Gulfstream GIV CMP 284029 Fuel Low Level Warning System - Operational Test and CMP 284044 Fuel Quantity Indication System - Operational Check. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Chs. 28-06-00 and 28-07-00.**

	Billing Method	Hours	Rate	Total
Labor USD:	<b>Time and Material</b>	<b>ST</b>	<b>4.88 @ \$115.00</b>	<b>\$561.20</b>
Services USD:	<b>Time and Material</b>			<b>\$1,333.33</b>
<b>Total USD:</b>				<b>\$1,894.53</b>

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
<b>6.1 #1</b>	<b>REPAIR</b>	<b>1.00</b>	<b>\$1,333.33</b>	<b>\$1,333.33</b>

Part Ref: **1159SCP460-101 INDICATOR, FUEL QUANTITY (GREY)**

- Step: 6.1.1 Completed** Removed Standby Fuel Qty indicator P/N 1159SCP460-101 S/N 520 for repair. All work accomplished IAW GIV AMM 28-06-00.
- Step: 6.1.2 Completed** Installed a REPAIRED Dual Standby Fuel Quantity Indicator PN.: 1159SCP460-101, SN.: 520 obtained from Parker Hannifin Corp., Hauppauge, NY, FAA App./Cert.# FX1R 156K. Complied with Sections B and C of Gulfstream GIV CMP 284042 Fuel Quantity Dual Standby Indicator - Removal / Installation. Additionally complied with Gulfstream GIV CMP 284029 Fuel Low Level Warning System - Operational Test and CMP 284044 Fuel Quantity Indication System - Operational Check. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Chs. 28-06-00 and 28-07-00.

Discrepancy: **6.2 Squawk from flight test - LED light burned out on Rate of Climb / FPM (3 digit from LT) on pressurization controller**

ref. SC13175 6.8

Resolution: **Removed Cabin Press/Rate Of Climb Indicator P/N Pressurization indicator P/N 1159SCF407-7 S/N 168DB was removed and sent out for repair. Reinstalled repaired cabin pressure ind assy P/N 1159SCF407-7 S/N 168DB. Complied with Pressure Indicator - Operational Test. System Ops. Checks Good. All work performed IAW Gulfstream GIV AMM Chapter 21-02-00 and 21-00-00. Reference item SC13300.8.4 for Pressurization Ground Delta P Functional check.**

	Billing Method	Hours	Rate	Total
Labor USD:	<b>Time and Material</b>	<b>ST</b>	<b>13.11 @ \$115.00</b>	<b>\$1,507.65</b>

**For detail description of the work complied with see the Work Order Detail report.**

Bill To: **TRT LEASING**

WO #: **SC13300**

Invoice Number: **7113002096**

Services USD: **Time and Material**

**\$2,641.10**

**Total USD:**

**\$4,148.75**

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
6.2 #1	Vendor Supplied Labor Part Ref: 1159SCF407-7 INDICATOR, PRESSURIZATION, CABIN	1.00	\$1,758.75	\$1,758.75
6.2 #2	Vendor Supplied Labor	1.00	\$882.35	\$882.35

- Step: 6.2.1**      **Completed**      Removed, wrapped, and tagged upholstered overhead panel from flight deck. Removed Center Overhead Panel immediately aft of Overhead Instrument panel. Removed circuit breaker panel overlays ( L/R ) temporarily to gain access to Overhead Instrument Panel attaching screws. Removed screws and dropped Overhead Instrument Panel. Removed Cabin Press/Rate Of Climb Indicator P/N 1159SCF407-7 S/N 168DB to be sent out for repair. Temporarily re-installed Overhead Instrument Panel and L/R circuit breaker panel overlays to facilitate the access of power to the aircraft. All work performed IAW Gulfstream GIV AMM Chapter 21-00-00.
- Step: 6.2.2**      **Completed**      Reinstalled repaired cabin pressure ind assy P/N 1159SCF407-7 S/N 168DB. Awaiting ops check. All work done IAW GIV MM AMM Chapter 21-00-00.
- Step: 6.2.3**      **Completed**      IAW Gulfstream GIV CMP 213022 Cabin Pressure Indicator - Removal / Installation item B. (6); performed Cabin Pressure Indicator - Operational Test. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Ch. 21-02-00.

NOTE: A/C stills needs Gulfstream GIV CMP 213086 Pressurization Ground Delta P - Functional Check when A/C is outside and APU running.

Discrepancy: **6.3**      Squawk from flight test - With both engines and APU running and both converters on DC volts on the Right-Left-AUX or ESS selected indicate 47.8VDC

Resolution: C/W CMP 245060 from steps A. to steps B.(6). Removed EPMP P/N 1159SCAV373-1007 S/N N1069 for service. Work performed IAW GAC GIV MM 24-03-02. Installed repaired EPMP PN: 1159SCAV337-1007 SN: N1069. Installed overlay next to EPMP. Complied with CMP 245061 EPMP operational check All work done IAW GIV AMM 24-03-02.

Billing Method	Hours	Rate	Total
Labor USD: <b>Time and Material</b> ST	11.58	@ \$115.00	\$1,331.70
Services USD: <b>Time and Material</b>			\$9,552.22
<b>Total USD:</b>			<b>\$10,883.92</b>

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
6.3 #1	REPAIR Part Ref: 1159SCAV373-1007 PANEL, ELECTRIC POWER MGMT -- 1B118-2 / 1B118-2-D (EPMP)	1.00	\$9,552.22	\$9,552.22

- Step: 6.3.1**      **Completed**      C/W CMP 245060 from steps A. to steps B.(6). Removed EPMP P/N 1159SCAV373-1007 S/N N1069 for service. Work performed IAW GAC GIV MM 24-03-02.
- Step: 6.3.2**      **Completed**      Installed repaired EPMP PN: 1159SCAV337-1007 SN: N1069. Installed overlay next to EPMP. Awaiting ops check. All work done IAW GIV AMM 24-03-02.

Discrepancy: **6.4**      Squawk from flight test - On RNAV approach VNAV worked and then became unavailable on approach

Ref. SC 13175 6.12

Also crew states Predictive Raim fail

For detail description of the work complied with see the Work Order Detail report.

Resolution: **Removed defective #2 VHF Nav Receiver P/N 622-7194-201, S/N 3647 to be sent out for repair. Installed modified #2 VHF Nav Receiver P/N 622-7194-201, S/N 3647. Op ck good. Work done IAW GIV MM 34-02-02, with no defects noted. Updated CMP 345006**  
**NOTE predictive RAIM fail is addressed in item 6.10**

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 3.75	@ \$115.00	\$431.25
Services USD:	Time and Material			\$2,732.96
<b>Total USD:</b>				<b>\$3,164.21</b>

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
6.4 #1	Vendor Supplied Labor	1.00	\$2,732.96	\$2,732.96

Part Ref: 622-7194-201 RECEIVER, NAVIGATION, VIR-432

**Step: 6.4.1 Completed** Removed suspected bad #2 VHF Nav Receiver P/N 622-7194-201, S/N 3647 to be sent out for repair 3-15-13. All work performed IAW Gulfstream GIV AMM Chapter 34-03-00.

**Step: 6.4.2 Completed** Installed modified #2 VHF Nav Receiver P/N 622-7194-201, S/N 3647. Op ck good. Work done IAW GIV MM 34-02-02, with no defects noted.

Discrepancy: **6.5 Squawk from flight test - Standby engine instrument gauge is indicating all "8888"s on RT HP gauge**

Resolution: **Removed Standby Engine Indicator P/N 1159SCF412-11 S/N 9904598BA for repair. All work accomplished IAW GIV AMM 77-14-00.**

**Installed an OVERHAULED Standby Engine Instruments Indicator PN.: 1159SCF412-11, SN.: 9904598BA obtained from Aero-Mach Labs, Inc., Wichita, KS, FAA App./Cert.# NU2R 044L. Complied with Gulfstream GIV CMP 770009 Standby Engine Instruments Indicator - Removal / Installation Sections "C" and "D". Additionally complied with Gulfstream GIV CMP 770001 Standby Engine Instruments - Operational Test. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Ch. 77-14-00.**

	Billing Method	Hours	Rate	Total
Labor USD:	Time and Material	ST 4.25	@ \$115.00	\$488.75
Services USD:	Time and Material			\$5,449.33
<b>Total USD:</b>				<b>\$5,938.08</b>

Services:

Ref. No.	Description	Quantity	Sell Price USD	Extended USD
6.5 #1	REPAIR	1.00	\$5,449.33	\$5,449.33

Part Ref: 1159SCF412-11 INDICATOR, STANDBY ENGINE

**Step: 6.5.1 Completed** Removed Standby Engine Indicator P/N 1159SCF412-11 S/N 9904598BA for repair. All work accomplished IAW GIV AMM 77-14-00.

**Step: 6.5.2 Completed** Installed an OVERHAULED Standby Engine Instruments Indicator PN.: 1159SCF412-11, SN.: 9904598BA obtained from Aero-Mach Labs, Inc., Wichita, KS, FAA App./Cert.# NU2R 044L. Complied with Gulfstream GIV CMP 770009 Standby Engine Instruments Indicator - Removal / Installation Sections "C" and "D". Additionally complied with Gulfstream GIV CMP 770001 Standby Engine Instruments - Operational Test. System Ops. Checks Good. Work done IAW Gulfstream GIV AMM Ch. 77-14-00.

Discrepancy: **6.7 Radome has delamination and moisture.**

Resolution: **Repaired/Modified Radome Assembly P/N 1159B21040-S7K as per B/P SE05204902-1., CE443356002. Rev-. 03 Radome Mod, Engineer Dispos 1.2.2 and 1.4.1. Work order RC329452/1.1**

**For detail description of the work complied with see the Work Order Detail report.**

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Services USD:	<b>Time and Material</b>			<b>\$3,840.00</b>
<b>Total USD:</b>				<b>\$3,840.00</b>

Services:

<u>Ref. No.</u>	<u>Description</u>	<u>Quantity</u>	<u>Sell Price USD</u>	<u>Extended USD</u>
<b>6.7 #1</b>	<b>Vendor Supplied Labor</b>	<b>1.00</b>	<b>\$3,840.00</b>	<b>\$3,840.00</b>
<b>Part Ref: 1159B210400-S7K GIV Radome</b>				

Discrepancy: **6.10 Crew states Predictive Raim fail**

Resolution: **Could not duplicate discrepancy. After GPSs had acquired satellites, I entered info in to FMSs for each of the GPSs to display RAIM for at least 3 different locations and different times. Predictive RAIM was computed every time. Both GPSs op ck good. Work done IAW GIV MM 34-52-00.**

	<u>Billing Method</u>	<u>Hours</u>	<u>Rate</u>	<u>Total</u>
Labor USD:	<b>Time and Material</b>	<b>ST 1.00 @</b>	<b>\$115.00</b>	<b>\$115.00</b>
<b>Total USD:</b>				<b>\$115.00</b>

Item: **8 Mechanical**

Team Manager: **Sean Brown**

Customer Coordinator: **Ray Kraber**

Part/Model #: **GIV**

AC Serial No./Tail No.: **1085 / N423TT**

TSN/TSO:

CSN/CSO:

Aircraft Time: **8573.4 / 3968**

Discrepancy: **8.4 CMP GIV 213086 Pressure Ground Delta P-Function Test, reference item SC13300.6.2**

Resolution: **COMPLIED WITH CMP GIV 213086 Pressure Ground Delta P-Function Test. No defects noted. Work done I.A.W. GIV M.M. chap. 21-02-00.**

Communications concerning disputed debts, including a check or other instrument tendered as full satisfaction of a debt, must be forwarded to:

Gulfstream Aerospace  
 Attn. Credit Manager  
 PO Box 2206  
 M/S B-05  
 Savannah, GA 31402

**For detail description of the work complied with see the Work Order Detail report.**